

REMARKS

The allowability of Claims 45-47, 66 and 67 is noted with appreciation. To reduce the issues in this case, Claims 45 and 66 have been rewritten in independent form so as to include all elements of the base claim and any intervening claim(s). Those claims should now stand allowed.

The rejections of Claims 34-36, 42-44 and 48-65 as being anticipated by Scofield under 35 U.S.C. §102(b), and of Claims 37-41 (two separate rejections) as being unpatentable over Scofield under 35 U.S.C. §103(a) are traversed. Reconsideration of each of these rejections is respectfully requested in view of the foregoing amendments and following remarks.

Given the dependency of rejected Claims 35-45 and 48-65 upon Claim 34 and the utilization of the same reference against all rejected claims, Applicants will focus their comments on Claim 34. Their silence with regard to the remaining claims should not necessarily be construed as a tacit admission that they do not dispute that the claimed features in those dependent claims are contextually present in the Scofield reference.

To the extent that the Office Action construes the plurality of bar magnets 21 supported on the aluminum field frame 20 that extends axially over the crankshaft 5. Applicants note that the flywheel 11 includes the integrally formed fan blades 12, and the aluminum field frame 20 relies “entirely on the weight of

the bar magnets [21] to give a flywheel effect” (page 1, lines 96-99). That is, the frame 20 is deliberately designed with lightweight, non-magnetic material whose contribution to rotational inertia can only be, at best, incidental. The Office Action does not point out where Scofield uses a magnetic steel material associated with the flywheel. In fact, as noted above, the only thing associated with the bar magnets 21 is the non-magnetic aluminum frame wheel which is not intended to have and does not provide a flywheel effect or rotation inertia and also a permanent magnet rotor function.

Unlike the arrangement of the present invention as shown, say, in Figure 4, where the inertia portion 237' includes not only the permanent magnets 233 and the hub 406 to which they are bonded, the Scofield device uses no such thing. By integrating their components in the claimed manner, Applicants have been able to eliminate excessive weight, something crucial in a portable device. Moreover, the association of the magnets with the magnetic material to which they are mounted for carrying the magnetic flux provides for high power and high efficiency operation in addition to providing the necessary inertia to minimize speed fluctuations. No such result is sought or suggested by Scofield.

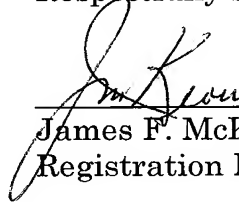
Accordingly, early and favorable action is earnestly solicited.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and

please charge any deficiency in fees or credit any overpayments to Deposit
Account No. 05-1323 (Docket #029211.52672US).

Respectfully submitted,

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